

DISCUSSION/ACTION AGENDA ITEM X.1

Date: February 10, 2010

Item:

FIRST READING, PROPOSED ORDINANCE 2010-01 AMENDING THE OWTS ORDINANCE

Background:

After lengthy work and public review by the Trinidad Planning Commission, the City Council in 2008 approved the Onsite Wasterwater Treatment System (OWTS) Ordinance (2008-03). This Ordinance amends the City's Municipal Code by requiring a process of permitting and inspecting septic systems in the City. The goal is to increase public safety and improve water quality.

One of the requirements of the Ordinance was for the Planning Commission to prepare and approve "Guidelines" that would identify many of the implementation requirements of the program.

In carrying out this responsibility, the Planning Commission has recommended that the City Council instead be named to approve the Guidelines. In a letter to the City Council dated December 4, 2009, the Commission stated that the Guidelines will mandate both implementation and enforcement requirements, and these policy decisions should be the responsibility of the City Council and/or the City Manager.

Following is the Section of the OWTS Ordinance is proposed to be amended:

Section 1:12 – OWTS Guidelines

This ordinance shall be supplemented with guidelines to aid in the interpretation and implementation of the ordinance and to allow for adaptive management of the OWTS Program. The Guidelines shall become effective when adopted by resolution of the *Planning Commission and shall be made a part of this ordinance as Appendix B. Guidelines issued pursuant to this section may be amended from time to time as needed by staff after Planning Commission approval to provide clarification to these ordinance provisions.*

This ***bold/italics*** portion of this section is proposed to be changed to the following language (changes underlined):

.....by resolution of the City Council ***and shall be made a part of this ordinance as Appendix B. Guidelines issued pursuant to this section may be amended from time to time as needed by staff after City Council approval to provide clarification to these ordinance provisions.***

The Guidelines have been drafted. If this Ordinance is approved, then those Guidelines will be brought to the City Council as soon as possible so that the program can begin later in 2010.

Recommended Action: Complete the first reading for Ordinance 2010-01, and set a public hearing for Wednesday, March 24, 2010 at 7:00 pm for City Council consideration of the Ordinance..

Attachments: Excerpt from Planning Commission letter dated 12/5/09.



MEMORANDUM

TO: Trinidad City Council
Steve Albright, City Manager

FROM: Trever Parker, City Planner

DATE: December 4, 2009

RE: Planning Commission recommendations made at the Nov. 20, 2009 meeting.

OWTS Guidelines

The Planning Commission considered adoption of the OWTS Guidelines in accordance with OWTS Ordinance § 1:12. When the OWTS Ordinance and Guidelines were originally drafted, the City did not have a City Manager, and the Planning Commission took the lead in developing this program. Therefore, the Ordinance was written so that the Planning Commission was responsible for adopting the Guidelines. The purpose of this was to keep some of the implementation details out of the ordinance so that it would be easier to amend as needed and to keep it off the busy City Council agendas. However, the Planning Commission now feels that it is inappropriate for them to adopt the Guidelines since it is an implementation and enforcement issue rather than a land use issue. The Guidelines could still be adopted administratively by the City Manager, or at the Council level without the need to go through all the ordinance adoption procedures, but this would require an amendment to § 1:12 of the OWTS Ordinance. The Commission made the following motion / recommendation that passed unanimously (4-0).

I move to request that this process be handled by the City Council and City Manager to set up the implementation of the OWTS Guidelines, and that the Planning Commission should not be responsible. I also move that the Council specifically amend section 1:12 of the ordinance that gives responsibility to the Planning Commission to adopt the Guidelines.

DISCUSSION/ACTION AGENDA ITEM X.2

Date: February 10, 2010

Item: **FIRST READING, PROPOSED ORDINANCE 2010-02
AMENDING THE CITY TRAFFIC CODE**

Background: Trinidad Police Chief Ken Thrailkill has requested that the City's Traffic Code be amended to include a provision that would allow the Police Department to enforce a 72-hour parking limitation on City streets. This request is in response to numerous complaints regarding either abandoned vehicles or vehicles that are simply parked and left at a single location indefinitely.

Proposed Ordinance 2010-02 would amend the Code by inserting provision **10.04.125** and would read as follows:

"It shall be unlawful for any vehicle to be parked on any street or alley for seventy-two or more consecutive hours. Any such vehicle parked or left standing on violation of this section may be removed by order of a City police officer."

This parking limitation is standard in many cities and is enabled by State legislation.

Recommended Action: Complete the first reading for Ordinance 2010-02, and set a public hearing for Wednesday, March 24, 2010 at 7:00 pm for City Council consideration of the Ordinance..

Attachments: Staff Report and recommendation from the Trinidad Police Chief dated January 21, 2010.



Stan Binnie
Mayor

TRINIDAD POLICE DEPARTMENT

Post Office Box 390 • 409 Trinity Street
Trinidad, California 95570
Ph: 707.677.0133 • Fax: 707.677.0217



Kenneth J. Thrailkill
Chief of Police

EXECUTIVE SUMMARY

DATE: January 21, 2010
TO: Steven Albright, City Manager
FROM: Kenneth J. Thrailkill, Chief of Police
SUBJ: Municipal Code Ordinance for 72 Hour Parking

STAFF RECOMMENDATION:

Upon review of the Trinidad Municipal Code, the parking section of the municipal code fails to contain a local ordinance prohibiting vehicles parking on local roadways for more than 72 hours. Without this ordinance enforcement by the police department is very limited.

The specific language being requested to be added to Section 10 of the TMC 10.04 is the following:

10.04.125 It shall be unlawful for any vehicle to be parked on any street or alley for seventy-two or more consecutive hours. Any such vehicle parked or left standing in violation of this section may be removed by order of a city police officer.

Background:

The Trinidad Police Department on a yearly basis deals with complaints about abandoned vehicles or vehicles left on public streets for long periods of times (usually for several weeks).

Unfortunately, the Trinidad Municipal Code does not contain any provision preventing vehicles being parked on public streets for more than 72 hours. In enforcing such activity, we have to rely upon the vehicle code and it's authority to remove such vehicles and the circumstances surrounding the vehicle.

It is the request of the Chief of Police that the above mentioned ordinance to be reviewed by the city attorney and adopted into the Trinidad Municipal Code for enforcement of abandoned vehicles on city public streets.

DISCUSSION/ACTION AGENDA ITEM X.3

Date: February 10, 2010

Item:

EDWARDS STREET TRAFFIC SAFETY DISCUSSION

Background:

At the last Council meeting, a report was provided from Winzler & Kelly regarding traffic safety issues on Edwards Street. The report included recommendations that were endorsed in a staff report from Police Chief Ken Thrailkill. The Council action included three items:

- 1) Complete the improvements to no-parking areas (red curbs) on the north side of Edwards Street;
- 2) Support the formation of a Committee of locally concerned residents and property owners; and
- 3) Return to the Council with the required documentation for action necessary to officially declare Edwards Street as a 20-mph zone.

Subsequent to that meeting, clarification was sought from the Traffic Engineer regarding the authority of the City to immediately undertake some of the other recommendations without further analysis. It was affirmed by the Traffic Engineer that the City Council could immediately implement the following additional recommendations:

- 3.2 Install a marked crosswalk across Trinity Street at the intersection of Trinity and Edwards Streets;
- 3.6 Relocate the centerline along Edwards Street to conform to an 8-foot parking width on the north side of the street, two 11-foot traffic lanes, and a pedestrian "lane" on the south side of Edwards Street.
- 3.6 Install a "fog line" at the edge of both traffic lanes on Edwards Street.
- 3.7 Install a "fog line" at the edges of the traffic lanes on Trinity Street.

The City also has authority to place appropriate traffic warning signs as needed to implement these actions and to correct any

discovered deficiencies, such as the non-compliant handicapped parking spaces.

Actions which will require further analysis are the installation of stop signs at Edwards and Trinity Streets or at other locations, installation of speed humps (should the City Council choose to pursue this option), and the installation of any other improvements which may trigger other traffic or sidewalk modifications.

This report addresses only some of the issues that have been raised by area residents. Below is a compilation of concerns that have been raised. These are not listed in any priority, and there may be others that are brought forward at the Council meeting or on community meetings.

- Excessive speeding;
- Pedestrian safety;
- Need for pedestrian crosswalks;
- Visibility problems due to on-street parking and vegetation growth;
- Lack of stop signs at some intersections;
- Inadequate lane width on the north side of Edwards;
- Noise from speeding cars and trucks;
- Dangerous curve near Edwards and Azalea;
- Make traffic control signs more visible.

Finally, there is potentially funding available to analyze the combination of all these problems. CalTrans has a program under its "Community Based Transportation Planning" fund that could support a creative approach to safe streets in Trinidad. The Council may want to instruct staff to pursue this funding opportunity in the next two months.

Staff Recommendation: Approve the implementation of items 3.2, 3.6, and 3.7 as identified in the attached report from Winzler & Kelly, and take whatever other related action which is deemed appropriate by the members of the City Council

Attachments: Report from Winzler & Kelly dated November 25, 2009; and Excerpts from CalTrans' "Community Based Transportation Planning" Program.

TECHNICAL MEMORANDUM

City of Trinidad, Traffic Engineering Technical

Assistance – Edwards Street and Trinity Street Traffic Concerns



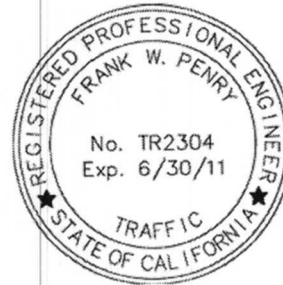
Reviewed by: Josh Wolf, PE
Date: 11/25/09

PREPARED FOR: Mr. Kenneth J. Thrailkill, Chief of Police, City of Trinidad

PREPARED BY: Frank Penry, P.E., T.E., PTOE,
Winzler & Kelly

DATE: November 25, 2009

JOB #: 01063-07001-11050



1.0 PURPOSE AND NEED

The City of Trinidad has been looking for alternatives to address public concerns and complaints regarding issues of traffic safety on Trinity and Edwards Streets for the past several years. On July 7th, 2009, a Town Hall Meeting was held to gain input from residents as to the perceived safety issues and possible solutions. Concerns discussed at the meeting included vehicle speeds, pedestrian facilities, parking, and sight distance. From that meeting the following list of recommendations were proposed, with a request to provide input and recommendations from a technical engineering perspective.

- Install all-way stop controls at the intersection of Main Street and Trinity Street.
- Install all-way stop controls at the intersection of Trinity Street and Edwards Street.
- Install marked crosswalks at the intersection of Edwards Street and Trinity Street.
- Install speed humps on Edwards Street.
- Install additional all-way stop controls along Edwards Street.
- Increase the length of painted red curb adjacent to driveways along Edwards Street.
- Relocate existing centerline striping along Edwards Street.

The purpose of this memo is to provide engineering recommendations and technical information on the regulatory requirements contained within the California Manual on Uniform Control Devices (MUTCD) and California Vehicle Code (CVC).

Attention is directed to MAP 1C34 of the California Roadway System (CRS), where Patricks Point Drive, Main Street, Scenic Drive, Trinity Street, and Edwards Street are shown with a roadway functional classification of "Minor Collector". This is the latest functional usage indicated on the federal-aid system maps submitted to the Federal Highway Administration (FHWA) and indicates Federal Aid eligibility. In California reference is now made to the California Road System (CRS) Maps.

2.0 REGULARITY SETTING

Pursuant to the CVC, authority is given to the California Department of Transportation (Caltrans) to direct policy on the regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to the code, including, but not limited to stop signs, crosswalks, and speed limits, which is put forth in the California MUTCD.

2.1 All-way Stop Warrants

As supported by Section 2B.07 of the California Manual on Uniform Control Devices (MUTCD), all or “multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.” Safety concerns associated with the installation of all-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop.

Generally speaking all-way stop controls are used where the volume of traffic on the intersecting roads is approximately equal. However, the decision to install all-way stop controls should be based on sound engineering judgment and an engineering study. The following criteria or warrants should be considered in the study.

- A. Temporarily During Traffic Signal Installation - A traffic signal is justified, per Section 4c.01 of the California MUTCD, although an all-way stop may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.
- B. Where Crash Problem Exists - A crash problem exists, as indicated by five or more reported crashes in a 12-month period that are correctable by an all-way stop installation. This includes right- and left-turn collisions as well as right-angle collisions.
- C. Where Minimum Traffic Volumes Exist

Minimum volumes:

- 1 The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
- 2 The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours. Additionally, the average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the peak one hour, but
- 3 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values; 210 and 140 vehicles, respectively, for the combined major and minor street approaches.

- D. Where No Single Criterion Is Satisfied - Where no single criterion is satisfied, but where Criteria B, along with C.1, and C.2 are satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

In addition to these warrants, engineering judgment of all extenuating conditions and concerns at a particular location should be reviewed. The following items may also be considered for justification of all-way stop controls in the study;

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Sight Distance; locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

2.2 Crosswalks

As defined by the CVC, a crosswalk is either “unmarked” as the continuation of sidewalk across intersections meeting at approximately right angles or that portion of a roadway distinctly indicating a pedestrian crossing by “marked” lines or markings. It is the professional opinion of the engineer that providing “marked” crosswalks indicates a preference for the crossing at a particular location and that it is the presence of pedestrians alone, not the markings, that alert drivers of the need or duty to yield at crosswalk locations.

Furthermore, “the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.” However, the pedestrian is not relieved of the duty of using due care for his or her safety. “No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.”

Additionally, the color of crosswalk markings is deliberate and significant, as all marked crosswalks shall be white unless the crosswalk is near a school. All crosswalks adjacent to school property shall be marked yellow, while those within 600 feet of the school may be marked in yellow.

2.3 Basic Speed Law

Per the CVC, Basic Speed Law states that “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic

on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.” Although “reasonable and prudent” are concepts pertinent to the development of speed limits and policy, the *Prima Facie* or “at first sight” Speed Limit of 25 mph is established by the CVC as applicable “On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.” This is the base for which all speed limits are established within an urban setting.

A jurisdiction’s ability to retain or increase the 25 mph *Prima Facie* speed limit on any street or road within their jurisdiction must be based exclusively on the findings of an Engineering and Traffic Survey, made with established traffic engineering practices and in conformance with the CVC and California MUTCD. The only exception to this requirement applies to a local street, local road, or school zone that meets the following three conditions:

1. Roadway width is not more than 40 feet.
2. Not more than ½ mile between traffic signal or stop controls.
3. Not more than 1 traffic lane in each direction.

A local street or local road is defined by the latest functional usage and federal-aid system maps submitted to the Federal Highway Administration (FHWA) or the California Road System (CRS) Maps. As noted previously, the subject streets are not classified as “local” streets or roads on these maps.

Additionally, Engineering and Traffic Surveys, when required, must be completed every five, seven, or ten years for speed zones to remain in compliance with the CVC. The life of each survey is dependent upon the training of the enforcing officer and certification of the enforcement equipment.

It should be noted that regulatory speed zoning of less than 25 mph is only allowed in the following situations;

1. Decrease on Narrow Street (CVC 22358.3) – A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street not exceeding 25 feet in width.
2. Decrease of Local Limits Near Schools or Senior Centers (CVC 22358.4) A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street within a specified distance of either facility.
3. Decreasing Speed Limit on Grades (CVC 22413). A prima facie speed limit of 20 or 15 miles per hour may be justified by engineering and traffic survey on any street having a grade in excess of 10 percent.
4. Revision of Speed Limit on Bridges and Structures (CVC 22404)

3.0 DISCUSSION AND RECOMMENDATIONS

Given the regulatory setting and potential risk claims issue with the installation of official traffic control devices, it is recommended that the City complete an engineering study of any location of which an all-way stop signage, crosswalk markings, speed humps, or speed zone changes are

proposed. Below is further discussion and recommendations with regard to the aforementioned recommendations from the Town Hall Meeting.

3.1 All-Way Stop Control Controls Trinity and Main Streets & Trinity and Edwards Street

From a cursory review of the two locations, without adequate data to prepare a full warrant analysis, it appears that the Volume Warrant (C1 & C2) could be met when considering the two street approaches as separate. This is reasonably assumed, given that the following considerations; vehicle right-of-way is potentially ambiguous with right and left-turn movements presumed to be “through”, potential vehicle and pedestrian conflicts adjacent to high pedestrian volumes, and potential sight distance constraints due to parked vehicles.

It appears within the discussion of this memo that all-way stop controls at the intersections of Trinity Street/Main Street and Trinity Street/Edwards Street would be justified within the satisfaction of at least one warrant and sound engineering judgment.

3.2 Marked Crosswalks at the Intersection of Edwards and Trinity Streets

As noted above, there is a high potential for pedestrian movement conflicts at this location given the proximity of commercial, residential, and recreational uses. The lack of fully developed pedestrian facilities is somewhat a cause for concern; however sidewalks do exist along Trinity Street and a portion of Edwards Street. There is continued presence of pedestrians regardless of facilities.

A marked crosswalk would be recommended across Trinity Street. However, due to the potentially ambiguous right-of-way, a crosswalk across Edwards is recommended in combination with all-way stop controls at this location.

3.3 Speed Humps on Edwards Street

The determination of speed as a contributing factor to safety issues has yet to be determined in the course of this technical review. An established standard for placement of vertical speed deflection devices (humps, bumps, cushions, tables, etc) within residential neighborhoods is a critical speed in excess of 5 mph over the posted limit, or 30 mph. Given that the subject roadway is classified as a collector, not a local roadway or street, it provides primary emergency and commercial access within the City Limits. Provision for vertical deflection along Edwards street would likely result in an increase in emergency response times, noise, and cut through traffic to narrow, primarily residential, streets.

Speed humps are not recommended on Edwards Street.

It should be noted that there is a technical concern that the posted limit of 20 mph along Trinity and Edwards Streets is not justified, based on a review of the CVC. Measurements taken during the field visit indicate a consistent roadway width of nearly 40 feet. Along Trinity Street a reduction to 15 mph is already taken “while children are present”, with signage posted on

approach to Trinidad Elementary School. Edwards Street although having a fairly consistent grade to the pier, does not appear to exceed 10 percent. Furthermore, it is recommended that the required speed engineering and traffic surveys be reviewed and enforcement be the first line of defense against concerns regarding speeding.

3.4 Additional All-way Stop Controls on Edwards Street

No further all-way stop control locations are recommended along Edwards Street.

3.5 Increase Length of Red Curb along Edwards Street

Given a review of the concerns taken from the Town Hall Meeting and a review of the field conditions, prohibition with 5 feet of residential driveways is recommended. However, a 15 foot by 15 foot sight triangle is highly recommended to assist residents in the backing maneuvers from driveways. The 15 foot distance is measured parallel to the curb face and along the edge of the driveway, where landscaping or other visual obstructions above 36 inches should be limited.

3.6 Relocate Centerline along Edwards Street

A review of measurements taken in the field indicates that Edwards Street has a roadway width of approximately 34 feet. As noted earlier, recreational and commercial uses in the adjacent areas would necessitate parking width standard or 8 feet, while a minimum travel lane width should be maintained. Shifting the street centerline to provide 8 foot parking (westbound), two 11 foot travel lanes, and a 4 foot shoulder (eastbound) is recommended.

Additionally, edge or fog line striping is recommended along both sides of the travel way to discern separate parking and shoulder area. This may also have a visual impact on drivers resulting in additional traffic calming or reduced traffic speeds.

3.7 Additional Comments or Recommendations

Although not explicit in the request for technical evaluation, it is further recommended that edge or fog line markings be provided along Trinity Street in an effort to have a visually impact on drivers and reduce traffic speeds.

If met with approval of emergency responders, a raised crosswalk at the crosswalk located between Town Hall and Trinidad Elementary School may result in added traffic calming. Although speed humps were not recommended on Edwards, the prevalence of pedestrians, a potentially reduced impact on emergency vehicles and response times, and located where potential associated noise issues would not impact residences makes this particular location a candidate.

In addition, during the site investigation the existing accessible parking stalls located at the light housing parking on Edwards Street and the parking area approximately 400 feet to the west appeared to be noncompliant with current accessibility standards. In both cases, the slopes appear to be in excess of 2%, required signage is absent, and the unloading access aisles are on the

wrong side of the parking stall (for a single parking stall configuration, the access aisle should be on the passenger side of the stall).

4.0 ATTACHMENTS

CRS Maps1C34

CVC Sections: 21355, 21400

California MUTCD, Section 2B.04 – 2B.07

CVC Sections: 22348-22413

Introduction and Purpose

The Community-Based Transportation Planning (CBTP) and Environmental Justice (EJ) Transportation Planning Grants Program Handbook is designed to provide guidance and information regarding the submission of applications to the grant programs and to conduct grant-funded activities. The Grants Program Handbook is for the California Department of Transportation (Caltrans) District staff and Grant Applicants/Recipients to use as an orientation and reference tool along with the enclosed materials to facilitate and improve the application process, contracting, and project implementation.

General Information

Grant Goals and Objectives

The Caltrans transportation planning grant programs are intended to promote a balanced, comprehensive, multi-modal transportation system. The goals provide a framework for the grant programs. The Environmental Justice Transportation Planning and the Community-Based Transportation Planning Grant programs reflect the State's goals. The results of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements. A key shared goal of both programs is the presence of a robust public engagement element in the planning process.

California Transportation Plan Goals

- Improve Mobility and Accessibility: expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands.
- Preserve the Transportation System: maintaining, managing, and efficiently utilizing California's existing transportation system.
- Support the Economy: maintaining, managing, and enhancing the movement of goods and people to spur the economic development and growth, job creation, and trade.
- Enhance Public Safety and Security: ensuring the safety and security of people, goods, services, and information in all modes of transportation.
- Reflect Community Values: finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.

- Enhance the Environment: planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets.

Community Based Transportation Planning Goals

The CBTP Grant Program funds coordinated transportation and land-use planning projects that encourage community involvement and partnership. Projects must support livable/sustainable community concepts with a transportation or mobility objective, and promote community identity and quality of life

Environmental Justice Transportation Planning Goals

EJ Transportation Planning Grant Program funds are intended to promote the involvement of low-income and minority communities, and Native American Tribal governments, in the planning of transportation projects to prevent or mitigate disproportionately negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.

Grant Program Information

The Office of Community Planning (OCP) is the office responsible for managing the CBTP and EJ Grant Programs. This office is located within the Caltrans Division of Transportation Planning (DOTP) in the Sacramento headquarters building.

CBTP and EJ are competitive transportation planning grant programs funded from the State Highway Account (SHA). The funds are considered "local assistance" funds. Each program anticipates receiving \$3 million in State funds each fiscal year (FY), July 1 through June 30, for a total of \$6 million annually. All projects conducted under the grant programs are subject to a work completion deadline of February 28, 2012, for the FY 2009/2010 grant cycle. Ultimate fund availability expires on June 30, 2012.

There are 12 Caltrans District offices that are identified by geographic territory. Please refer to Appendix A titled "Caltrans District Boundaries and Mailing Addresses" and locate your local District office. Questions should be directed to your local District CBTP and/or EJTP contact. Refer to Appendix B: The Caltrans District Contacts to contact to your local District office.

Grant Application Process

The following section is intended for Community-Based Transportation Planning (CBTP) and Environmental Justice (EJ) Transportation Planning grant applicants to follow and use as a reference in the application process. This document should facilitate the process and provide clarification regarding terminology and expectations.

Application Guidance

Who May Apply

Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities, counties, transit agencies, and federally-recognized Native American Tribal governments may apply for the grant programs directly as an Applicant or as a Sub-recipient to a lead agency.

Universities and community colleges, community-based organizations, non-profit organizations (501.C.3), and public entities may only apply as a sub-Recipient with an MPO, RTPA, city or county as the lead Applicant. Sub-Recipients are encouraged to work far in advance of the application deadline with the appropriate lead applicant to coordinate application development.

Local governments participating in the California Department of Housing and Community Development's *The Catalyst Projects for Sustainable Strategies Pilot Program* are welcome to apply.

General Timeline

December 1, 2009	Transportation Planning Grant Application is published. The application is made available by mail, e-mail, and website. http://www.dot.ca.gov/hq/tpp/grants.html
April 1, 2010	Final applications for CBTP and EJ due to appropriate Caltrans District Planning Office.
Summer, 2010	Estimated time of grant award announcements (upon approval of State budget).

Examples of Past Projects

- Long-term Sustainable Community/Economic Development Growth studies or plans
- Blueprint Planning follow-up or refinement
- Proactive Rural Blueprint Planning
- Rural Smart Growth
- Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
- Community-to-School linkage studies or plans
- Jobs and Affordable Housing Proximity studies or plans
- Transit-Oriented/Adjacent Development or “transit village” studies or plans
- Infill studies or plans
- Community Transit Facility/Infrastructure studies or plans
- Transit Innovation studies or plans
- Comprehensive Mobility studies or plans
- Mixed Land-use Development studies or plans
- Form-based or Smart Code development
- Green Transportation Infrastructure planning
- Open space Conservation planning
- Community Design Guideline planning
- Context-sensitive Streetscapes or Town Center studies or plans
- Complete Street studies or plans
- Suburban Community or Urban Commercial Corridor Retrofit studies or plans
- Grid Street System studies or plans
- Access Management studies or plans that promote traffic calming, walking, biking, and livability
- Community Revitalization studies or plans
- Context-sensitive Community Development planning
- Community-Friendly Goods Movement Transportation Corridors, Ports, and Airports studies

Every Caltrans Transportation Planning Grant proposal should be coordinated with the transportation planning efforts taking place under the region’s RTPA or MPO. Additionally, all applications should be in accord with that region’s Blueprint Plan. Regional Blueprints are tools that will help communities reduce greenhouse gases and will assist transportation agencies in creating enduring communities for residents throughout the entire state.

Each grant program has a different purpose. Applicants may submit more than one application, but any given project can only be submitted to **one**

DISCUSSION/ACTION AGENDA ITEM X.4

Date: February 10, 2010

Item: RESOLUTION 2010-03 AMENDING THE FY2010 CITY BUDGET

Background: There are a number of proposed changes to the City's 2009-10 Budget. This would be the second budget amendment in this fiscal year.

Most of the changes are either mid-year adjustments based on the trend of actual expenditures. There are also a number of recommended new expenditures. Some are based on previous direction by Council, and some are staff recommendations.

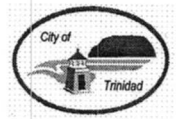
The net effect of the proposed changes is explained in the attached staff report. The changes can be seen in **BOLD** type on the attached revised budget pages for the General Fund Revenue, the General Fund Departments (Administration, Police, Fire, and Public Works), the Water Fund, and the Cemetery Fund.

Staff Recommendation: Approve Resolution 2010-3 amending the FY 2010 City of Trinidad Budget.

Attachments: Proposed Resolution 2010-03;
Proposed Budget Amendments: General Fund Revenue, General Fund Expenditures, Water Fund, and Cemetery Fund; and Staff Report on Proposed Budget Amendment.

TRINIDAD CITY HALL
P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
(707) 677-0223

Stan Binnie, Mayor
Gabriel Adams, City Clerk



RESOLUTION 2010-03

Amending the FY2010 Budget for the City of Trinidad

WHEREAS, the City of Trinidad adopted its fiscal year 2010 (FY2010) Budget on June 10, 2009; and

WHEREAS, Resolution 2009-15 was adopted by the Trinidad City Council on September 9, 2009 that was the first amendment to that budget; and

WHEREAS, numerous changes have occurred in the projected revenues and expenditures for the varied components of the City Budget; and

WHEREAS, a proposed Budget Amendment was proposed by City Staff to the City Council in a public meeting on February 10, 2010.

NOW, THEREFORE LET IT BE RESOLVED that the Trinidad City Council does hereby adopt the proposed amendment to the FY2010 Budget; and

NOW, THEREFORE BE IT FURTHER RESOLVED that the Trinidad City Council does hereby instruct its staff to return to the Council periodically during the budget year, as needed, year with proposed budget amendments which may become necessary to address changing financial conditions.

PASSED AND ADOPTED BY THE TRINIDAD CITY COUNCIL of Humboldt County of the State of California this 10th day of February, 2010..

I, the undersigned, hereby certify that the foregoing Resolution was duly adopted by the Trinidad City Council by the following vote:

Ayes:

Noes:

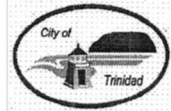
Absent:

Abstain:

Attest:

Gabriel Adams
Trinidad City Clerk

Stan Binnie
Mayor



Staff Report:

PROPOSED BUDGET AMENDMENT

Second Annual Budget Amendment: February, 2010

The proposed changes to the annual F&2010 Budget fall into one of three categories:

1. Increase or decrease in a line item based on currently know actual revenues or expenditures;
2. Increase to a line item expenditure based on a proposed NEW expenditure; or
3. Corrections to line items based on accounting or other discovered errors since the last amendment to the budget.

GENERAL FUND REVENUE

Increases or Decreases based on Actual (or updated estimated) Revenues or Expenditures

4300 – TOT Revenue increased per actual receipts	+ \$ 12,000
5320 - Interest Received better than projected	+ \$ 5,000
5400.5 – Building Inspection activities increased	+ \$ 2,000
5670 – Town Hall Rental more than projected	+ \$ 2,000

Corrections to Line Items

5,900 – Actual proceeds from surplus vehicles sales	- \$ 500
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GENERAL FUND (GF) EXPENDITURES

Increases or Decreases based on Actual (or updated estimated) Revenues or Expenditures

Net Change to Administration Budget	+ \$ 22,194
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Net Change to Police GF Budget	+ \$ 8,080
Net Change to TVFD Budget	+ \$ 500
Net Change to Public Works Budget	+ \$ 500
Total Net Increase in GF Expenditures	+ \$ 31,274

Major Increases to a Line Item based on Proposed New Expenditures

7101.4 Admin – Litigation	+ \$ 12,000
7160.3 GF – Increase to Audit Cost	+ \$ 4,000
7505 Admin – Contributions (Complete library infrastructure)	+ \$ 5,000
7806 Admin – Town Hall Repairs/Improvements	+ \$ 5,000

Corrections to Line Items

Noted in **BOLD** per line item in the attached amended budget

WATER FUND

Increases or Decreases based on Actual (or updated estimated) Revenues or Expenditures

Revenue:	
Grant Revenue – Remove the Turbidity Meter Grant	- \$ 60,000

Increases to a Line Item based on Proposed New Expenditures

No significant increases.

Corrections to Line Items

A number of line items have been adjusted. The major ones are:
 2710 - Reduced to the actual payment amount
 2720 - Reduced to the actual payment amount
 7515 - Reduced to the actual interest-only payment amount
 8000 – Depreciation amount decreased based on half-year actual

CEMETERY FUND

Increases or Decreases based on Actual (or updated estimated) Revenues or Expenditures

Revenue:	
5810 – Revenue from Plot Sales	+ \$ 2,000

Increases to a Line Item based on Proposed New Expenditures

None.

Corrections to Line Items

No significant changes.

**SUMMARY: OVERALL IMPACT OF PROPOSED
GENERAL FUND BUDGET AMENDMENT**

	Current Budget	Amended Budget
Revenue	\$ 562, 200	\$ 585,700
Expenditures	<u>\$ 638, 822</u>	<u>\$ 670,066</u>
Deficit	\$ 76,622	\$ 84,366
Reserve Set-Aside	<u>\$ 43,600</u>	<u>\$ 43,600</u>
Net Deficit	\$ 33,022	\$ 40,766

CITY OF TRINIDAD
FY2010 BUDGET

General Fund Revenue

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

		Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
1.01	REVENUES				
4100	Property Taxes	\$ 120,000	\$ 120,000	\$ 110,200	\$ 110,200
4200	Sales Taxes	\$ 190,000	\$ 225,000	\$ 210,000	\$ 210,000
4300	Transient Occupancy Tax	\$ 45,000	\$ 48,000	\$ 48,000	\$ 60,000
4650	Federal/State Grants	\$ -	\$ -	\$ -	\$ -
5999	PROP 1B Transfer - Street Maintenance	\$ -	\$ 30,000	\$ 35,000	\$ 35,000
5999	PROP 1B Transfer - Safety	\$ -	\$ -	\$ 30,800	\$ 30,800
4620	Earned Grant - CCC	\$ -	\$ 30,000	\$ -	\$ -
4901	POST Training Reimbursement	\$ -	\$ 1,500	\$ 1,500	\$ 1,500
4902	Report Copies	\$ 200	\$ 200	\$ 200	\$ 200
4904	Towing Fees	\$ 1,500	\$ 2,000	\$ 2,000	\$ 2,000
4905	Other Fines or Fees	\$ 200	\$ 700	\$ 700	\$ 700
4908	Motor Vehicle Fines and Fees	\$ 2,500	\$ 3,500	\$ 3,500	\$ 3,500
4909	Donations & Fundraisers	\$ 20,000	\$ 1,000	\$ 1,000	\$ 1,000
5300	Other Miscellaneous Income	\$ 500	\$ 1,600	\$ 1,600	\$ 4,600
5310	Copy Machine Fees	\$ -	\$ 100	\$ 100	\$ 100
5320	Interest Received	\$ 35,000	\$ 35,000	\$ 35,000	\$ 40,000
5400.2	Planner Application Processing	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
5400.4	Engineer Application Processing	\$ -	\$ 500	\$ 500	\$ 500
5400.5	Building Inspector Application Processing	\$ 5,000	\$ 4,000	\$ 4,000	\$ 6,000
5400.6	Attorney Application Processing	\$ -	\$ -	\$ -	\$ -
5410	Animal License	\$ 200	\$ 200	\$ 200	\$ 200
5415	Business License	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
5430	Encroachment Permits	\$ 300	\$ 400	\$ 400	\$ 400
5490	Other Permits	\$ -	\$ -	\$ -	\$ -
5615	Franchise Fees	\$ 15,000	\$ 6,000	\$ 6,000	\$ 6,000
5640	Rental Income - Verizon	\$ 27,500	\$ 31,000	\$ 18,000	\$ 18,000
5650	Rental Income - Harbor	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
5670	Rental Income - Town Hall	\$ -	\$ 8,000	\$ 8,000	\$ 10,000
5680	Rental Income - Misc	\$ -	\$ 500	\$ 500	\$ 500
5900	Sale of Capital Asset	\$ -	\$ 16,500	\$ 18,000	\$ 17,500
	TOTAL REVENUES	\$ 489,900	\$ 592,700	\$ 562,200	\$ 585,700

CITY OF TRINIDAD

FY2010 BUDGET

General Fund - Administrative Expense

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

		Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
2.01	EXPENDITURES				
6090.00	Honorariums	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
6100.00	Employee Wages	\$ 55,000	\$ 48,660	\$ 48,660	\$ 48,660
6500.00	Employee Taxes/Insurance/Benefits	\$ 16,000	\$ 19,109	\$ 25,411	\$ 26,000
	Employer Costs	\$ 7,100	\$ 6,302	\$ -	\$ -
6550.00	Employee Mileage Reimbursement	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200
6810.00	Fidelity Bond Insurance	\$ 750	\$ -	\$ -	\$ -
6820.00	General Liability Insurance	\$ 1,500	\$ 3,790	\$ 3,790	\$ 4,000
6830.00	Property & Casualty Insurance	\$ 1,100	\$ -	\$ -	\$ 1,500
	ERMA (Insurance)	\$ -	\$ 1,005	\$ 1,005	\$ -
7101.10	Attorney - Meeting & Administration	\$ 28,000	\$ 28,000	\$ 28,000	\$ 28,000
7101.20	Attorney - Application Processing	\$ -	\$ -	\$ -	\$ -
7101.40	Attorney - Litigation	\$ -	\$ -	\$ -	\$ 12,000
7107.10	City Engineer - Meetings	\$ -	\$ -	\$ -	\$ -
7107.20	City Engineer - Administration	\$ 5,000	\$ 6,000	\$ 6,000	\$ 6,000
7107.30	City Engineer - Application Processing	\$ 2,500	\$ 2,000	\$ 2,000	\$ 1,000
7107.40	City Engineer - Projects	\$ 5,000	\$ -	\$ -	\$ -
7130.10	City Planner - Meetings	\$ 18,000	\$ 12,000	\$ 12,000	\$ -
7130.20	City Planner - Administration	\$ 18,000	\$ 12,000	\$ 12,000	\$ 20,000
7130.30	City Planner - Application Processing	\$ 8,000	\$ 6,000	\$ 6,000	\$ 8,000
7130.40	City Planner - Enforcement	\$ -	\$ -	\$ -	\$ -
7130.60	City Planner - Projects	\$ 25,000	\$ 20,000	\$ 30,000	\$ 30,000
7140.20	Building Inspector - Administration	\$ 500	\$ -	\$ -	\$ -
7140.40	Building Inspector - Application Processing	\$ 5,000	\$ 3,000	\$ 3,000	\$ 2,000
7150.20	Accountant	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000
7160.30	Auditor	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,500
7170.00	Information Technology Support	\$ 2,000	\$ 1,000	\$ 1,000	\$ 2,000
7202.00	Chamber of Commerce	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
7505.00	Library, Civic Club & Local Contributions	\$ 12,000	\$ 7,000	\$ 7,000	\$ 12,000
7506.00	Rent	\$ 3,600	\$ 3,600	\$ 3,600	\$ 5,600
7507.00	Utilities	\$ 5,000	\$ 4,000	\$ 4,000	\$ 4,000
7509.00	Dues & Memberships	\$ 1,000	\$ 2,000	\$ 2,000	\$ 1,000
7510.00	Municipal Expense	\$ 15,000	\$ 23,500	\$ 64,100	\$ 65,000
7513.00	Office Supplies & Expense	\$ 5,000	\$ 4,500	\$ 4,500	\$ 4,500
7519.00	Contracted Services	\$ -	\$ -	\$ -	\$ -
7599.00	Miscellaneous Expense	\$ 1,000	\$ 2,500	\$ 1,000	\$ 1,000
7602.00	Telephone & Communications	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
7603.00	Cellular Phones/Pagers	\$ -	\$ -	\$ -	\$ -
7604.00	Cable and Internet Services	\$ -	\$ -	\$ -	\$ 1,500
7606.00	Travel	\$ 1,500	\$ 1,500	\$ 1,500	\$ 500
7806.00	Building Repairs & Maintenance	\$ 20,000	\$ -	\$ 1,000	\$ 5,000
7809.00	Materials, Supplies & Equipment	\$ 3,000	\$ 5,000	\$ 5,000	\$ 7,000
7822.00	Disaster Planning & Preparedness	\$ 15,000	\$ 2,000	\$ 2,000	\$ -
	TOTAL EXPENSES	\$ 302,750	\$246,666	\$ 296,766	\$ 318,960

CITY OF TRINIDAD
FY2010 BUDGET

General Fund - Police Department Expense

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

		Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
3.01	EXPENDITURES				
6100	Employee Wages	\$ 50,898	\$ 50,898	\$ 50,898	\$ 50,898
6500	Employee Taxes/Insurance/Benefits	\$ 26,482	\$ 22,948	\$ 28,039	\$ 28,039
	Employer Costs	\$ 6,591	\$ 6,591	\$ -	\$ -
6610	Employee Clothing Allowance	\$ -	\$ -	\$ 1,500	\$ 1,500
6810	Fidelity Bond Insurance	\$ 300	\$ -	\$ -	\$ -
6820	General Liability Insurance	\$ 1,200	\$ 3,790	\$ 3,790	\$ 4,500
6830	Property & Casualty Insurance	\$ 1,110	\$ -	\$ -	\$ 1,500
	ERMA (Insurance)		\$ 1,005	\$ 1,005	\$ -
7101.1	Attorney - Meeting & Administration	\$ 750	\$ 1,000	\$ 1,000	\$ 1,000
7150.2	Accountant	\$ 5,000	\$ 5,000	\$ 5,000	\$ 6,000
7160.3	Auditor	\$ 750	\$ 3,000	\$ 3,000	\$ 6,000
7506	Rent	\$ 3,000	\$ 3,000	\$ 3,000	\$ 5,000
7507	Utilities	\$ 625	\$ 625	\$ 625	\$ 1,000
7509	Dues & Memberships	\$ 750	\$ 750	\$ 750	\$ 750
7513	Office Supplies & Expense	\$ 1,000	\$ 1,000	\$ 1,000	\$ 2,000
7518	Education, Training & Background	\$ 2,000	\$ 3,000	\$ 3,000	\$ 3,500
7519	Contracted Services	\$ -	\$ -	\$ -	\$ -
7520	Animal Control	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
7524	Booking Fees	\$ -	\$ -	\$ -	\$ -
7525	Uniforms & Safety Equipment	\$ 1,500	\$ -	\$ 6,000	\$ 4,000
7526	Investigation Costs	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
7599	Miscellaneous Expense	\$ -	\$ -	\$ -	\$ -
7602	Telephone & Communications	\$ 3,000	\$ 3,000	\$ 3,000	\$ 4,000
7605	Radio & Dispatch	\$ 4,500	\$ 4,500	\$ 4,500	\$ 4,500
7804	Vehicle Fuel & Oil	\$ 6,500	\$ 7,500	\$ 7,500	\$ 7,500
7805	Vehicle Repairs	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
7806	Building Repairs & Maintenance	\$ -	\$ -	\$ -	\$ -
7808	Equipment Repairs & Maintenance	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
7809	Materials, Supplies and Equipment	\$ -	\$ -	\$ -	\$ -
7822	Disaster Planning and Preparedness	\$ -	\$ -	\$ -	\$ -
8500.2	Capital Purchases - Equipment	\$ 16,500	\$ 6,000	\$ -	\$ -
9000	Capital Reserve	\$ -	\$ 13,200	\$ 13,200	\$ 13,200
	TOTAL EXPENSES	\$ 141,456	\$ 145,807	\$ 145,807	\$ 153,887

FY2010 BUDGET**General Fund - Fire Department Expense**

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

	Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
FUND BALANCE - 7/1/08	\$ 48,347			
FUND BALANCE - 7/1/09		\$ -	\$ 53,770	\$ 53,770
4.01 EXPENDITURES				
6090 Honorariums	\$ 2,400	\$ 2,400	\$ 2,400	\$ 2,400
6820 General Liability Insurance	\$ 750	\$ 1,000	\$ 1,000	\$ 1,500
7507 Utilities	\$ 550	\$ 600	\$ 600	\$ 600
7518 Education, Testing & Training	\$ 2,000	\$ 1,000	\$ 1,000	\$ 1,000
7519 Contracted Services	\$ 5,000	\$ 5,700	\$ 5,700	\$ 5,700
7599 Miscellaneous Expense	\$ -	\$ -	\$ -	\$ -
7602 Telephone	\$ 100	\$ 100	\$ 100	\$ 100
7605 Radio & Dispatch (911 Contract)	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
7804 Vehicle Fuel & Oil	\$ 750	\$ 750	\$ 750	\$ 750
7805 Vehicle Repairs & Maintenance	\$ 4,600	\$ 3,000	\$ 3,000	\$ 3,000
7806 Building Repairs & Maintenance	\$ 500	\$ 500	\$ 500	\$ 500
7808 Equipment Repair & Maintenance	\$ 2,000	\$ 1,500	\$ 1,500	\$ 1,500
7809 Materials, Supplies & Equipment	\$ 2,000	\$ 1,500	\$ 7,500	\$ 7,500
Non Capital Equipment - Purchases	\$ 20,300	\$ 6,000	\$ -	\$ -
8500.1 Capital Purchases - Vehicles	\$ -	\$ -	\$ -	\$ -
8500.2 Capital Purchases - Equipment	\$ -	\$ 15,000	\$ 15,000	\$ 15,000
9000 Capital Reserves	\$ -	\$ 5,000	\$ 30,000	\$ 30,000
TOTAL EXPENSES	\$ 41,950	\$ 45,050	\$ 70,050	\$ 70,550
4.02 Indian Gaming Grant	\$ -	\$ -	\$ 1,750	\$ 1,750
Total Volunteer Fire Department	\$ 41,950	\$ 45,050	\$ 71,800	\$ 72,300

CITY OF TRINIDAD
FY2010 BUDGET

General Fund - Public Works Department Expense

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

		Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
5.01	EXPENDITURES				
6100.00	Employee Gross Wages and Overtime	\$ 22,000	\$ 23,256	\$ 23,256	\$ 23,256
6500.00	Employee Taxes/Insurance/Benefits	8,000	\$ 9,331	\$ 11,218	\$ 11,218
	Employer Costs	2,200	\$ 3,012	\$ -	\$ -
6610.00	Employee Clothing Allowance	-	\$ -	\$ 1,125	\$ 1,125
6820.00	General Liability Insurance	750	\$ 1,000	\$ 1,000	\$ 1,500
7107.40	City Engineer - Project Fees	1,000	\$ -	\$ -	\$ -
7519.00	Contracted Services (ATT)	\$ -	\$ 15,000	\$ 9,800	\$ 9,800
7519.00	Contracted Services - Tree Trimming	\$ -	\$ -	\$ -	\$ 3,000
7801.00	Street Maintenance & Repair	-	\$ 30,000	\$ 35,000	\$ 32,000
7801.20	Street Safety Improvements	-	\$ -	\$ 15,800	\$ 15,800
7802.00	Street Lighting - Operations	4,000	\$ 4,000	\$ 4,000	\$ 4,000
7802.01	Street Lighting - Improvements		\$ -	\$ 15,000	\$ 15,000
7803.00	Trail & Park Maintenance	3,000	\$ 3,000	\$ 3,000	\$ 3,000
7804.00	Vehicle Fuel & Oil	3,500	\$ 3,000	\$ 3,000	\$ 3,000
7805.00	Vehicle Repairs	2,000	\$ 1,500	\$ 1,500	\$ 1,500
7809.00	Materials, Supplies & Equipment	3,000	\$ 2,500	\$ 2,500	\$ 2,500
7830.00	Septic Improvements	-	\$ -	\$ -	\$ -
	TOTAL EXPENSES	\$ 49,450	\$ 95,599	\$ 126,199	\$ 126,699

CITY OF TRINIDAD
FY2010 BUDGET
Enterprise Fund - Water
Approved Budget: June 10, 2009
Amended September 9, 2009 and February 10, 2010

	Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
FUND BALANCE - July 1, 2008	\$930,233			
FUND BALANCE - July 1, 2009				
REVENUES				
5710 Water Sales	\$215,000 #	\$ 210,000	\$ 210,000	\$ 210,000
5750 Penalties	7,500	\$ 4,000	\$ 4,000	\$ 4,000
5300 Micellaneous	-	\$ -	\$ -	\$ -
5320 Interest Received	25,000	\$ 30,000	\$ 30,000	\$ 30,000
Grants	60,000	\$ 60,000	\$ 60,000	\$ -
Transfers from Other Funds	16,500	\$ 16,500	\$ -	\$ -
TOTAL REVENUES	324,000	\$ 320,500	\$ 304,000	\$ 244,000
6.01 EXPENSES				
2710 Davis Grunsky Note	\$ -	\$ -	\$ 8,000	\$ 5,560
2720 Drinking Water Bond Note	\$ -	\$ -	\$ 18,000	\$ 14,350
6100 Employee Wages	\$ 70,000	\$ 72,984	\$ 72,984	\$ 73,000
6500 Employee Taxes/Insurance/Benefits	\$ 28,000	\$ 27,847	\$ 37,299	\$ 37,300
Employer Costs	\$ 9,500	\$ 9,452	\$ -	\$ -
6820 General Liability Insurance	\$ 2,250	\$ 3,790	\$ 3,790	\$ 4,200
6830 Property & Casualty Insurance	\$ 1,400	\$ -	\$ -	\$ 1,050
ERMA		\$ 1,005	\$ 1,005	\$ -
7107.2 City Engineer - Meeting & Administration	\$ 12,500	\$ 1,000	\$ 1,000	\$ 1,000
7130.2 City Planner - Meeting & Administration	\$ -	\$ -	\$ -	\$ -
7101.2 City Attorney - Meeting & Administration	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
7150.2 Accountant	\$ 6,000	\$ 6,000	\$ 6,000	\$ 7,000
7160.2 Auditor	\$ 5,000	\$ 6,000	\$ 6,000	\$ 6,500
7507 Utilities	\$ 14,000	\$ 14,000	\$ 14,000	\$ 14,000
7509 Dues & Memberships	\$ 1,750	\$ 1,750	\$ 1,750	\$ 1,000
7513 Office Supplies & Expense	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
7515 Debt Service - Interest	\$ 6,750	\$ -	\$ 5,000	\$ 1,040
7599 Miscellaneous Expense	\$ 1,000	\$ -	\$ -	\$ 250
7600 Telephone & Communications	\$ 2,500	\$ 1,500	\$ 1,500	\$ 1,000
7804 Vehicle Fuel and Oil	\$ 3,500	\$ 3,000	\$ 3,000	\$ 2,000
7805 Vehicle Repairs	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,000
7806 Building Repairs and Maintenance	\$ 2,500	\$ 2,500	\$ 2,500	\$ 1,000
7807 Security System	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
7809 Materials, Supplies and Equipment	\$ 6,000	\$ 5,000	\$ 5,000	\$ 5,000
7822 Disaster Planning & Preparedness	\$ -	\$ -	\$ -	\$ -
7900 Water Lab Fees	\$ 4,000	\$ 3,500	\$ 3,500	\$ 4,000
7902 Water Chemicals	\$ 15,000	\$ 14,000	\$ 14,000	\$ 14,000
7903 Water Line Hook-Ups	\$ -			\$ -
7905 Water Line Repair and Maintenance	\$ 10,000	\$ 10,000	\$ 10,000	\$ 8,000
7906 Water Plant and Equipment Repair	\$ 7,500	\$ 25,000	\$ 25,000	\$ 25,000
8000 Depreciation	\$ 30,000	\$ 30,000	\$ 30,000	\$ 15,000
TOTAL EXPENSES	\$246,650	\$ 245,828	\$ 276,828	\$ 248,250

CITY OF TRINIDAD
FY2010 BUDGET

Enterprise Fund - Cemetery

Approved Budget: June 10, 2009

Amended September 9, 2009 and February 10, 2010

	Adopted FY2009 Budget	Approved FY2010 Budget	Amended Budget Sept 2009	Amended Budget Feb 2010
FUND BALANCE - July 1, 2008	\$ 142,430			
FUND BALANCE - July 1, 2009			\$ 147,414	
REVENUES				
5810 Cemetery Plot Sales	\$ 8,460	\$ 8,000	\$ 8,000	\$ 10,000
5320.1 Interest Received	\$ 4,500	\$ 5,000	\$ 5,000	\$ 5,000
TOTAL REVENUES	\$ 12,960	\$ 13,000	\$ 13,000	\$ 15,000
7.01 EXPENSES				
6100 Employee Wages	\$ 1,864	\$ 5,376	\$ 5,376	\$ 5,200
6500 Employee Taxes/Insurance/Benefits	\$ 956	\$ 1,870	\$ 2,566	\$ 2,570
Employer Costs	\$ -	\$ 696	\$ -	\$ -
6820 General Liability Insurance	\$ 375	\$ 400	\$ 400	\$ 400
7519 Contracted Services - Tree Trimming	\$ 500	\$ 500	\$ 500	\$ 500
7808 Repairs, Maintenance and Supplies	\$ 1,000	\$ 500	\$ 500	\$ 500
8000 Depreciation	\$ 250	\$ 500	\$ 500	\$ 250
TOTAL EXPENSES	\$ 4,945	\$ 9,842	\$ 9,842	\$ 9,420